Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

August 1978

One Team

The accomplishments of those who depart an organization remain behind to inspire those who follow them. That is certainly true of Cmdr. George Bertonneau, former head of the MSC Naval Reserve Division. He has been succeeded by Cmdr. David Dohner who comes to us from the Chief of Naval Reserve staff.

During my year as commander, I have been particularly impressed by the capability and dedication of members of MSC sponsored reserve units and Naval Control of Shipping Organizations. No one has exemplified team-spirit, can-do attitude and outstanding ability more than Commander Bertonneau. I know he will do equally well in his new post with Naval Reserve Readiness Command, Region 2.

It is easy for any military commander to say that he considers Naval Reservists to be full fledged members of the readiness team. It is more difficult to reach every reservist and to convince him that those words have substance, that we in MSC feel that there is no distinction between the reservist who would join our ranks in an emergency and those who are on active military duty or Navy civilian employees.

I have, in the past year, spoken to a number of reserve units. I intend to speak to many more. However, it obviously will be impossible for me to reach everyone in person. To help convey my ideas to you, we plan to tape some of my future meetings with reserve units and to make those tapes available to all reserve organizations.

Briefly stated, the message I have attempted to get across is that reservists are full-fledged members of the sealift readiness force, that although you can devote only part-time to your reserve duties, because of the demands of your regular jobs, your demonstrated enthusiasm, dedication and collective abilities are essential to our success.

Those points have been demonstrated by your involvement in exercises such as Reforger, by special projects you have performed, by functional team training assignments that require cooperation of active duty and reserve members of the command, and by the innovative ideas continually contributed by reserve unit members.

The tasks you will perform in an emergency are demanding. Some of you will fill key spots within MSC headquarters. Others will set up and operate MSC offices or Naval Control of Shipping Organizations. Some will swing into action as part of convoy commodore units, or transportation units. I am confident that you will perform in an outstanding manner for I am convinced that you are exerting every effort—as individuals and as organizations—to assure the necessary skills. Officers and enlisted alike, you have demonstrated an enthusiasm that I find particularly satisfying, as would any commander who knows that his organization is only as ready as the men and women who make up the organization.

We have been pleased by the recent appointment of Rear Adm. Anthony Murray and Rear Adm. Herbert Bridge, to MSC, Atlantic and MSC, Pacific mobilization billets. Both are extremely competent with many years of experience to guide their efforts, their judgement and their decisions.

What do we expect from each of you? That you be ready to handle whatever the future may bring. To make certain that you can, your MSC "partners" stand ready to work with you in every way, in training and actual operations, so that we can indeed function as an efficient team if and when we are called upon.

If you have ideas, we would like to hear them. Problems? We are happy to help solve them. Recommendations? Submit them. As I said, we are a single team.

To all of you, a Bravo Zulu for your dedication and accomplishments.

Commander, Military Sealift Command

Sketch by Art Mullins

COVER: Although Lewis Temple never went to sea, he invented an almost escape-proof harpoon, the Temple toggle. Temple and other blacks have made considerable contributions to the American merchant marine and the U.S. Navy. See story on page 4.

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Sealift

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Illustrations by Art Mullins

Black American Mariners, History's Forgotten Page

By Paul B. Woodall

The casual student of American history is quick to assume that the history of blacks in the United States began sometime after Columbus discovered the new world.

The popular picture is that blacks were seized in Africa, chained and herded into the dark holds of ships and transported to the United States to be sold as slaves.

There is no disputing the accuracy of that bit of American history—tragic though it may be—but there also is evidence that black sailors made voyages from Africa and across the Atlantic two centuries before Columbus ever set sail on his historic expedition.

Evidence exists which indicates that Emperor Muhammad of Mali in West Africa dispatched 400 ships to discover what might lay on the other side of the Atlantic. That was in the 13th century. Only one returned and no one knows what happened to the other ships. Undaunted, the emperor personally led a second expedition. Not a single ship ever returned to African shores.

What was the fate of Muhammad and his fleet, and the ships that had sailed earlier? Is it possible that black sailors may have reached North American shores two centuries before Columbus? Many historians believe they did.

Mexican sculpture that predates Columbus gives credence to the theory that blacks landed safely in the Americas since some of the figures are painted black and have negroid characteristics.

Among North American Indians there are legends of black-skinned people with curly hair who came across the ocean from the east. In addition, Spanish explorer Vasco de Nunez Balboa is reported to have discovered a colony of black people in the Isthmus of Panama.

Africans' knowledge of navigation and exploration in the years before Columbus' expeditions was extensive. Using sailing charts and armed with a knowledge of astronomy, they had established trade with China, India, Mediterranean Europe and the Atlantic islands.

While most white Europeans were still espousing the theory that the world was flat, African scholars such as Aldrise and Abulfelda were declaring that the world was round and that voyages around the world were possible.

The African sailor's knowledge of the seas and the stars paved the way for the great age of exploration for which the Portuguese, Prince Henry the navigator and Columbus, would be given credit.

When a school for navigation was established by Prince Henry, his instructors were taught in Moorish schools. The Moors helped prepare the European for the major Atlantic crossings. But were they and other Africans capable of such voyages themselves?

Thor Heyerdahl proved an Atlantic crossing could have been made when he successfully sailed a reed boat of a type made by ancient Africans. The 1969 voyage from Africa to the West Indies took 57 days, and Heyerdahl chronicled it in the book, The Ra Expeditions.

Pedro Alonzo Nino, the pilot on the Nina, one of three ships on Columbus's first voyage, was a black.

Records of ships' crews in service during the American Revolution reveals little about the composition

James Forten
Revolutionary Patriot

of those crews. In most cases sailors and captains were too busy and often unschooled for the task of recording their accomplishments. Survival was uppermost in their minds, and very much a part of their daily routine.

When records were kept, more thought was given to keeping accounts of cargo, ports, and charges paid and received than to composition of the crew or their activities.

Records that do exist, though fragmentary, indicate that approximately 1,500 blacks served in the armed forces during the Revolution.

To make up for desertions during the Revolution, the colonies offered freedom, money and land to blacks who would enlist in the militia.

Those who enlisted manned boats, worked sails, served on gun crews and even served as pilots on coastal vessels.

One such enlistee was James Forten, a 14-year-old powder boy who saw action in several sea battles. After being captured, he was offered his freedom by the ships' captain. "I am a prisoner for the liberties of my country and I shall never prove traitor to her interests," was his reply. Forten was a prisoner aboard the notorious British prison ship Old Jersey in Wallabout Bay in New York harbor. After the war he became wealthy as a sailmaker in Philadelphia.

Mack Starlin, the only black naval captain in the pre-revolutionary history of Virginia, was reclaimed after the war and lived the remainder of his life in slavery.

Following the Revolution and the establishment of a new Navy, the enlistment of blacks was temporarily discontinued, thus causing a disruption in the Navy's nonracial enlistment policy which had been in effect in prior years.

During the War of 1812, one-sixth of the Navy was comprised of black men. Some of the enlisted blacks were free men and landowners in their own right. Their patriotism had kept pace with their progress, and they willingly enlisted to serve their country.

There was still prejudice towards black crewmen, but, as surgeon Upshur Parsons commented in 1816 there seemed to be "an entire absence of prejudice against black messmates among the crews of all ships." The blacks who served in the Navy during these years were under no compulsion to serve. Their service to their country was strictly voluntary.

It was during this period that record keeping of black participation in the Navy was initiated. In an exchange of letters with Commodore Oliver Hazard Perry, another commodore wrote: "I regret you were not more pleased with the men sent you . . . for to my knowledge a part of them are unsurpassed by any seamen we have in the fleet, and I have yet to learn that the color of the skin or the cut and trimmings of the coat can affect a man's qualifications or usefulness. I have nearly 50 blacks on this boat, and many of them are among the best of my men, and those people you call soldiers have been on the sea from two to 17 years."

In the mid-1800s a black illiterate blacksmith who could not even write his name made a significant contribution to the whaling industry. Lewis Temple never went to sea, but his invention of an almost escape proof harpoon, the "Temple toggle" is recognized as one of the most important inventions in the history of whaling.

Until its invention, harpoons tended to pull out when the whale attempted to escape. Temple's toggle consisted of hinged points which were held in place by a wooden peg. The pressure exerted by the whale's efforts to escape caused the peg to snap. The points spread open and became firmly imbedded in the blubber.

There was never any improvement to the basic design of the toggle and it remained the standard whaling iron until the end of the century.

Temple never patented the invention, but it was of great significance to an industry that provided thousands of jobs for seamen, many of whom were black.

In 1839, William P. Powell established, with financial assistance from the American Seamen's Friend Society, a home for black seamen.

For the next 25 years he served as the keeper-proprietor of the largest home for black sailors in New York City. Powell's place in maritime history, however, is based on many other achievements.

In the 19th century the sea offered black men an escape from the bonds of slavery and many runaway slaves attempted to sign on a vessel even though conditions on board were often nearly intolerable. While many white sailors would jump ship, the runaway slaves usually had little choice but to remain on board.

This made blacks attractive as a labor source for ship owners. On board the ships, life for black sailors was different from life ashore as they worked, ate and slept in the same

quarters with the white sailors. Color seemed unimportant in the industry because all seamen were terribly exploited.

In his series entitled "Colored Seamen—Their Character and Condition," Powell described tyrannical maritime laws and the bitterness of the sailor's life.

"Imported and exported from one country to another, and bartered for, sold, transferred from his ship to a rum-selling boarding-house—to the brothel, and those sinks of pollution, where he is exchanged for what he is worth, until, like a depreciated currency, he is shipped at a discount to some foreign port, and passed off as a coin."

At sea the sailor was subject to the whims of tyrannical captains and brutal officers. If conditions were bad for the white sailor, they were even worse for the black. In some ports a black sailor could be seized and thrust into a jail for no reason other than the color of his skin.

The black sailor could have his earnings taken from him and he could be held until he had paid out all of his money. More unfortunate were those black sailors who were sold into slavery for the rest of their lives.

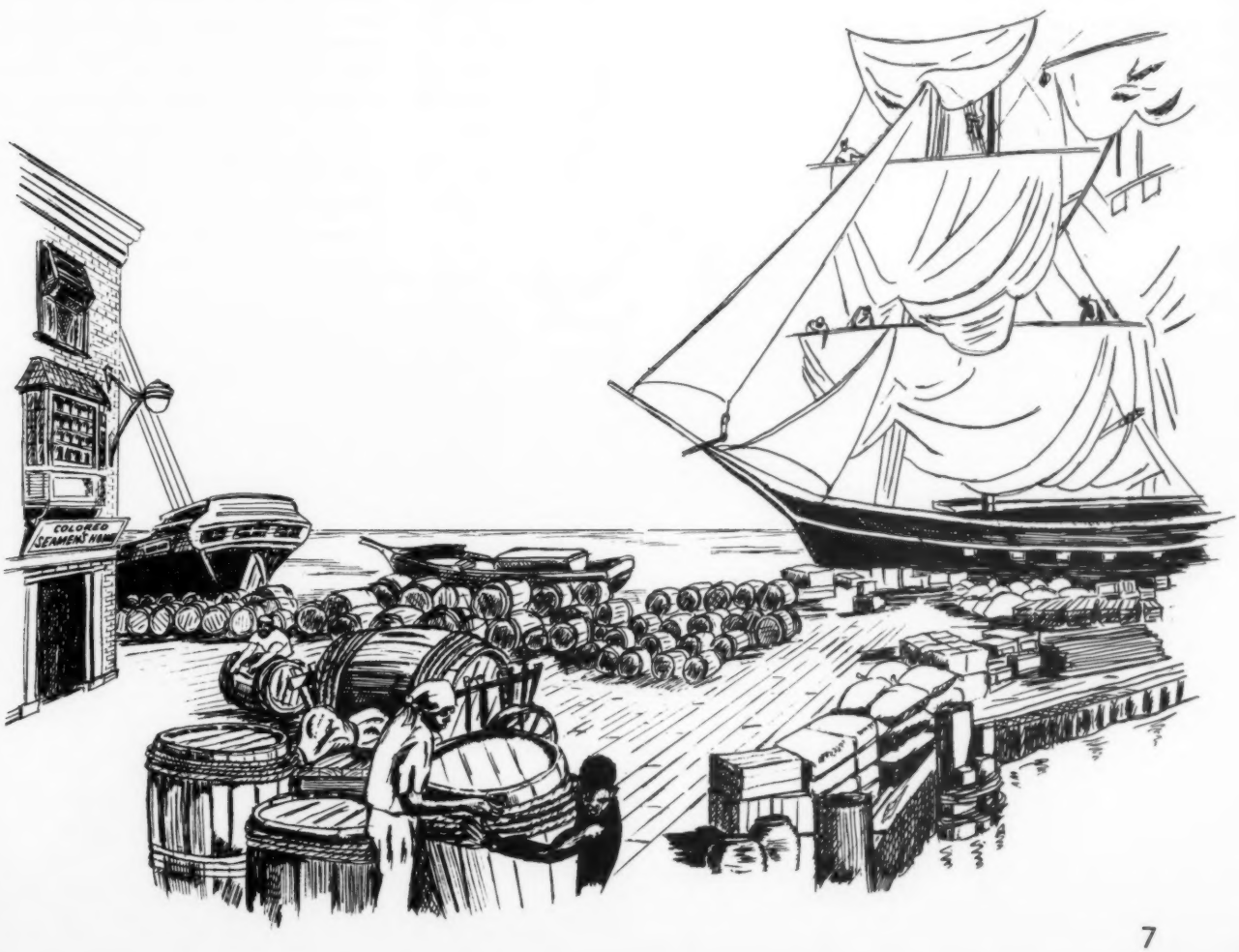
In 1822 South Carolina passed a law forbidding free black sailors from leaving their ships while in state ports. Blacks ashore were to be seized and held in jail until the vessel was ready to leave port.

Either the captain or the sailor was to bear the expense and, if not paid, the seaman was to be considered a slave and sold. Other southern states passed similar laws.

Powell denounced such practices in articles denouncing the "many brutal outrages committed upon the liberties of these defenseless colored sailors in the southern ports of their own country, for which colored men poured out their life's blood to defend against British bayonets."

He also pointed out that, since many blacks were citizens in northern states, they were entitled to the same constitutional privileges and immunities as any other citizen. Their imprisonment, he said, was in clear violation of the Constitution.

Powell's campaign to improve the lives of black seamen went beyond writing articles that exposed these and other outrages. He petitioned Congress and northern state legislatures, challenging them to announce whether they concurred that "free colored people are to be kept in prison". Powell argued that the slave owners of South Carolina, Alabama



and Georgia might find profitable employment for their slaves and "be free of the fear that the free black seamen might infest their southern fellows with thoughts of freedom and insurrection."

Powell was a founder of The Manhattan Anti-Slavery Society and worked against the Fugitive Slave Act when James Hamlet was arrested on the streets of New York, tried and ordered to be returned to his former owner.

Through Powell's efforts the purchase price of $800 was raised, and within a day Hamlet was back with his family. On Oct. 5, 1850, a public meeting of the city's blacks was held, and 5,000 people gathered to welcome Hamlet home.

The effort to improve the lot of black seamen moved with Powell to England where he lived for 10 years and continued his fight to win freedom from imprisonment in southern ports for black sailors from Great Britain.

Powell returned to the United States following the outbreak of the Civil War, established a new seamen's home in New York, and found that the war and liberation of slaves had brought new problems to black seamen.

Sailors were still being forced to accept whatever wages and conditions owners and masters offered them. Powell, a religious man, found that temperance and religion could not solve the fundamental problems sailors faced.

In 1850, a labor organization had been created in New York City with Frederick Douglass as vice-president. The American League of Coloured Laborers had several objectives: to promote unity among mechanics, to foster training in agriculture, industrial arts, and commerce, and to help member mechanics go into business for themselves.

In 1863 Powell and several seamen organized the American Seamen's Protective Union Assn., the first of its kind in the United States. The Rev. Amos C. Beman, a black minister, reported on Powell's remarks at the organizational meeting ". . . upon the importance of union among our seamen and modes in which their condition might be improved and their welfare secured."

In July 1863, four days of rioting in protest over the new Conscription Law shattered any immediate hope of the union solving the economic grievances of the black seamen. This law called for the draft of poor men but allowed the more affluent to hire someone to take their place.

Most of the anger was directed against the blacks and instigated by the Copperheads (northerners who sympathized with the Confederate states). Dozens of blacks were lynched. In addition, Powell's seaman's home was attacked and pillaged. Powell and his family barely managed to escape.

Powell and his home survived the riots of 1863, and the home reopened in November of that year. In tribute to Powell, his Sailor's Magazine declared: "He is entitled to great credit for his persistent efforts on behalf of our colored seamen, and to the protection of the law, and the patronage of the friends of humanity."

In 1865 Powell was appointed a notary public in New York City, the first black man appointed to this post. The union which he had founded was still in existence in 1870, but knowledge of its subsequent contributions are scarce.

The total wages for 3,500 black seamen in the mercantile-marine service, according to Powell, amounted to $1,260,000. He con-

cluded that black sailors could be considered self-supporting and that "there is now no invidious discrimination as to color, wages or grade of service as there was in the days of slavery."

Powell believed enfranchisement of blacks would open a doorway to industry and provide work opportunity. The passage of the Fifteenth Amendment, however, was not the key to that door.

During the depression of 1873, Powell served as chairman of the New York Civil Rights Committee and petitioned the Board of Commissioners of Parks to grant the black unemployed "their share of public employment." That, however, was one of the last of the many efforts he had made in behalf of blacks.

The National Anti-Slavery Standard called him "a leading man among the black people of New York City, and deservedly well known for his character, for his intelligence, integrity, enterprise, industry and selfless devotion to the well-being of all who are denied the rights of freedom and American citizenship for no color of crime, but for the crime of color."

As history indicates, black sailors have made many contributions to maritime history, and to U.S. history as well. Contributions dating from the Spanish American War to the present will be covered in a subsequent Sealift article. ⚓

Paul Woodall was born in Washington, D.C. and has a Bachelor of Science degree in accounting from Southeastern University in the District of Columbia. He also has a certificate from the Famous Writer's School, Westport, Conn.

For the last four years Woodall has worked as a voucher examiner in the Military Sealift Command payment certification division. Writing is a hobby he thoroughly enjoys.

He received a rejection slip for his first attempt at writing a novel but was encouraged enough to try again.

"The rejection taught me to leave private eye and conspiracy novels to authors who have established themselves in those fields." The accompanying article on the contributions of blacks to maritime history is the result of both his interest in writing and in American history.

The Soviet merchant marine ranks fourth in number of ships and tenth in tonnage.

Impressive Buildup Of Soviet Shipping

By Louis Panarale

A cursory glance at headlines of maritime industry trade papers, maritime union publications and commerce dailies indicate the concern associated with expansion of the Soviet merchant marine into U.S. maritime trades.

The headlines offer a capsulized view of the opinions expressed by shipbuilders, marine insurers, shipping company officials and U.S. legislators as well as the reactions from the Soviet maritime officials.

Typical headlines are: Soviet Ship Competition on Increase . . . Soviet Ship Rate-Cutting Under Fire . . . U.S. to Review Soviet Entry Into Ship Pacts . . . Shipping Company Threatens Suit Over Soviet Rates.

A report by the Maritime Administration focuses considerable light on the subject and provides statistics and some judgments on the Soviet shipping buildup, operations and competitive practices.

The report, entitled Expansion of the Soviet Merchant Marine Into the U.S. Maritime Trades, was based on U.S. Government information and domestic and foreign data gleaned from other reports.

The first part of the maritime report reviewed the growth and composition of the Soviet fleet and projected growth trends in size and type of Soviet ships up to 1985.

Another section, to be covered in a subsequent Sealift article, dealt with Soviet participation in U.S. trade since the signing of the first U.S.-Soviet maritime agreement in 1972. Projections of future Soviet trade penetration through 1985 were made in this part of the report.

In a summary, the Maritime Administration listed what it termed the essential missions of the Soviet merchant marine:

- to provide shipping capacity to reduce dependence on western shipping;
- to earn foreign currency to assist in the balance of payments;
- to provide the shipping capacity necessary to transport military cargoes; and
- to assist in the expansion of

Soviet policy throughout the world.

"Twenty years ago the carrying capacity of the Soviet merchant marine placed it 20th in the world ranking," the Maritime Administration reported. "Today it ranks fourth with respect to the number of ships and ninth in terms of deadweight tonnage."

When compared to other nations for ordering new vessels, the Soviets are fourth in the number of vessels and tenth in deadweight tonnage.

"The fruits of this program, diligently pursued over the past years, are becoming very visible in the increasing levels of Soviet fleet penetration into international commerce," the report stated.

"The Soviet merchant marine of today has the combined capability to carry more than half of all Soviet foreign waterborne trade, to deliver the military and economic cargoes of Communist Bloc and other nations receiving aid, and to satisfy all of the Soviet domestic waterborne shipping requirements."

Based on Navy and Maritime Administration information, the Soviet merchant fleet grew from 990 vessels of eight million deadweight tons to 1,655 vessels of 15.4 million deadweight tons between 1965 and the end of 1975. These figures represent a 67 per cent increase in the number of vessels and a 92 per cent increase in tonnage.

The major tonnage increases of the Soviet fleet result from construction of genefal cargo vessels, refrigerated freighters, intermodal and timber carriers. Tonnage of these ships has grown from less than five million deadweight tons in 1965 to nearly nine million in 1975.

The report noted, however, that the major increase in total world fleet in this 10-year span was in tankers, the result of growing worldwide demand for petroleum products.

However, the U.S. and Soviet fleets are nearly equal in tonnage since average deadweight tonnage of a U.S.-flag vessel is nearly three times that of the average Soviet ship.

The only vessel category where the Soviets showed a ship size advantage is the combination oil-bulk-ore carrier. Overall, the Soviets have more dry bulk carriers, general purpose freighters, timber carriers and refrigerated vessels.

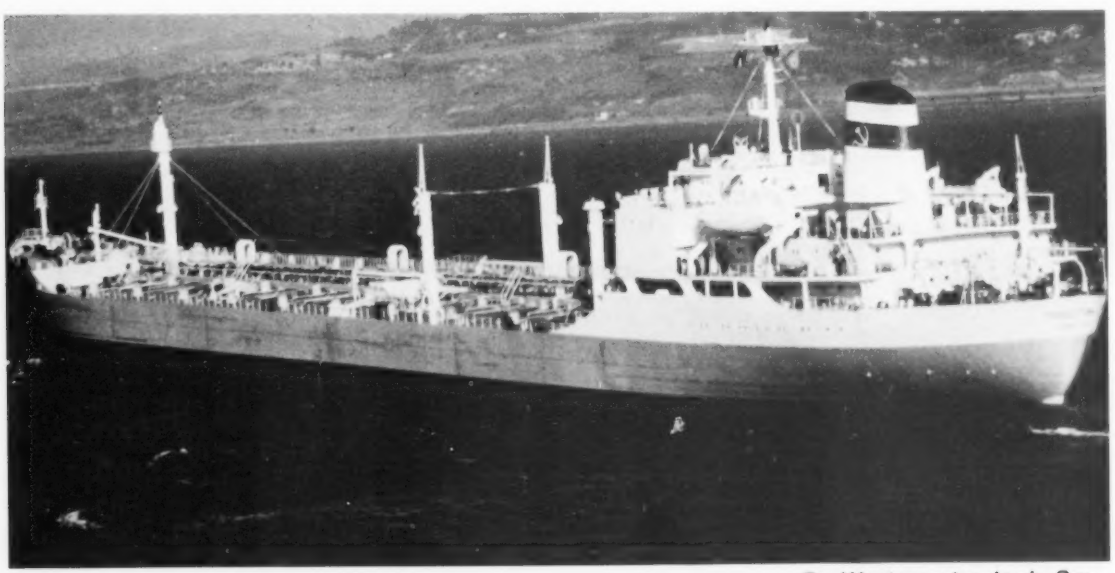
U.S.-flag ships have a substantial advantage in the size and number of modern intermodal vessels such as full container ships, roll-on, roll-off ships and barge carriers.

The report also showed the U.S.-flag ships have an advantage with a total tanker fleet deadweight tonnage nearly double that of the Soviet fleet.

A comparison of statistics showed that the average size Soviet vessel (9,300 dwt) is less than two-fifths the average size of a vessel in the world fleet (24,500 dwt). The average U.S.-flag vessel (25,900 dwt) is slightly larger than the average world ship. This holds true for all individual vessel categories except for tankers, oil-bulk-ore, dry bulk and barge carriers.

"By western standards Soviet tankers and dry bulk carriers are considered small and most of its general cargo vessels are technologically inefficient," the report stated. "These restrictions are the result of draft and shoreside facility limitations, with Soviet and Communist Bloc ports incapable of handling ships larger than 23,000 deadweight tons, tankers larger than 50,000 deadweight, or modern intermodal carriers."

The report stated that Communist



By Western standards Soviet tankers are small but have the capability of servicing small ports.

Bloc countries had been slow in developing modern port facilities and therefore had little need to develop a modern efficient fleet. "This, however, is rapidly changing," the report stated.

A Soviet maritime ministry official stated that the Soviet fleet had been modernized by adding several types of vessels as part of the Soviet Union's ninth five-year plan.

They include over 130 general purpose vessels of various dimensions, about 30 timber carriers, 27 tankers such as the Sukhumi class of 27,800 deadweight, and the Pablo Neruda class of 40,000 deadweight. Also, the Marshall Budennyy class of 105,000 deadweight ton tankers, vessels to transport industrial wood chips, full container carriers such as the Knudozhnik Saryan which can carry 798, twenty-foot units, more than 20 roll-on, roll-off vessels of which the largest—the Madnitogorsk class—can hold 1,100 units, and 20 refrigerator ships.

The Magnitogorsk class ships are among the newest of Soviet ro-ro vessels and are similar in design to the U.S.-flag ro-ro vessels owned by States Steamship Co.

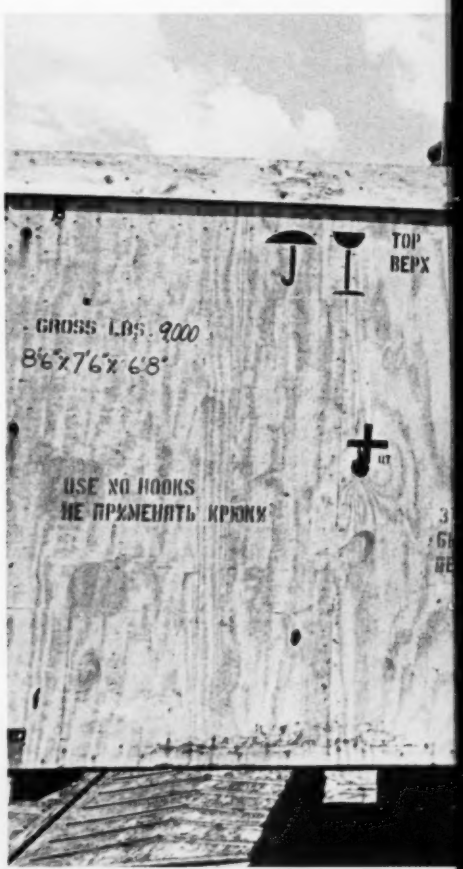
The new Soviet ro-ro vessels were put into U.S. trade in early 1976. A year later the Soviets were operating four ro-ro ships in the Pacific.

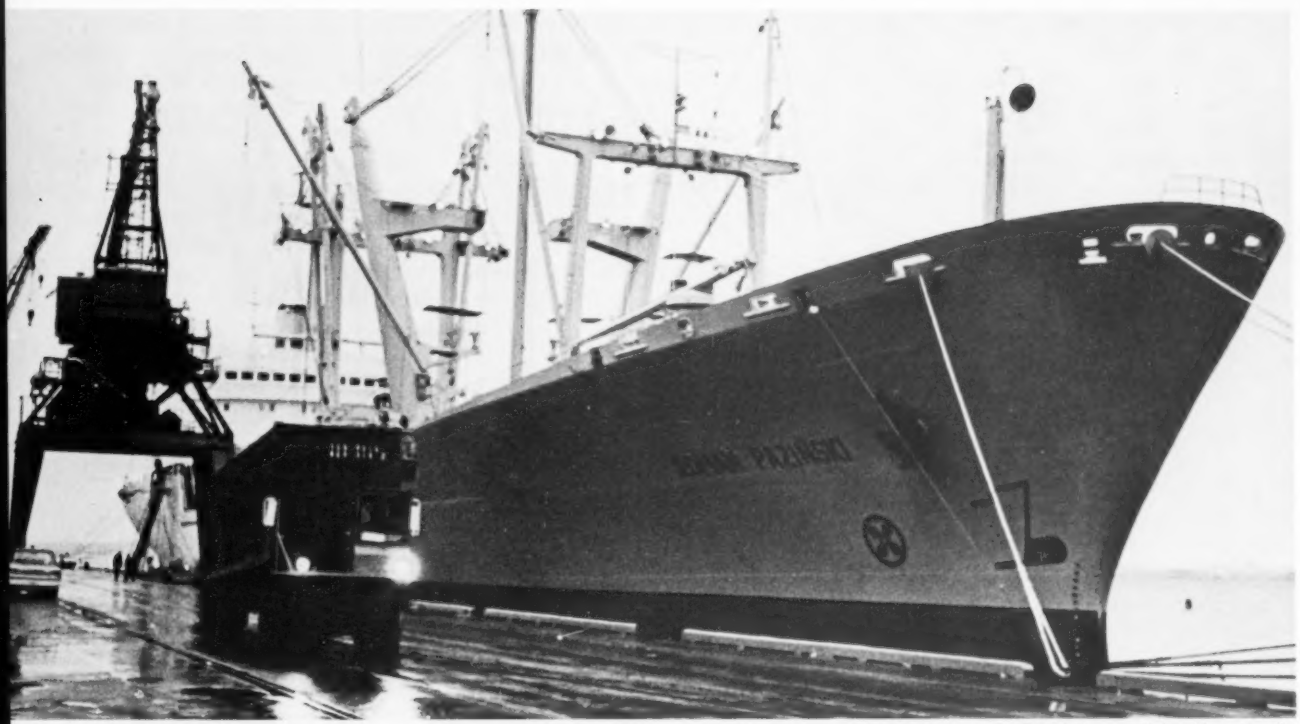
"Although the recent growth of the Soviet merchant fleet has caused concern among the established western shipowners, their principal concern is the Soviet goal announced in the tenth Five Year Plan 1976-1980," the report stated.

"The Soviet goal is to replenish the merchant fleet with highly efficient dry cargo, tanker and combined vessels with a total deadweight of approximately five million tons and to increase the proportion of specialized dry cargo vessels."

The Soviet Union already has the largest general dry cargo fleet. "By 1980, it will also have a large number

Between 1965 and 1975 the Soviet fleet grew 67 per cent in number of ships and 92 per cent in tonnage.





A Soviet combination bulk and container ship loads at Baltimore. The Soviets have at least 47 ships under construction which are expected to be in operation by 1980.

The ro-ro ship Skulptor Konekov loads cargo at Baltimore. More than 20 new ro-ro ships were put into U.S. service in 1976.

of container and roll-on, roll-off, ships in service."

The report concluded, based on the Soviet orderbook, that the goals of the Soviet building program to expand its fleet with technologically advanced ships as announced in the Five Year Plan are well on their way.

The May 1976 orderbook of 198 vessels totaling 4.5 million deadweight represents about 75 per cent by number and 89 per cent by tonnage of the projected building program for the 1976-1980 building period.

Based on projections by Morflot, the Soviet merchant fleet ministry, the report summarizes Soviet efforts in three areas, liners, tankers and dry bulk vessels.

Liner Vessels—Based on the Morflot projection, the intermodal fleet of Soviet container carriers, roll-on, roll-off and barge carriers will increase from 30 vessels totaling 157,000 deadweight tons to 54 vessels totaling 566,100 deadweight tons between May 1966 and the end of 1980.

"This projection of growth in the intermodal fleet appears conservative considering the age of existing vessels. All intermodal vessels, including partial container ships, in the Soviet merchant fleet have been delivered since 1972. Therefore, it seems unlikely there will be any intermodal vessel deletions prior to the end of 1980," the report stated.

"The continuing growth of the intermodal fleet is based on the apparent long-term commitment that the Soviet Union has made to operate a liner fleet in the western trades for the purposes of earning hard currency and expanding their political and economic influence in the traditional maritime markets," the report said.

Tanker Vessels—The report indicated that at the same time the liner fleet is growing, the Soviet tanker fleet will be making substantial gains. During a 1976-1980 five-year period, the Soviet tanker fleet is expected to receive about three million tons of new capacity with a net gain of about 2.3 million tons.

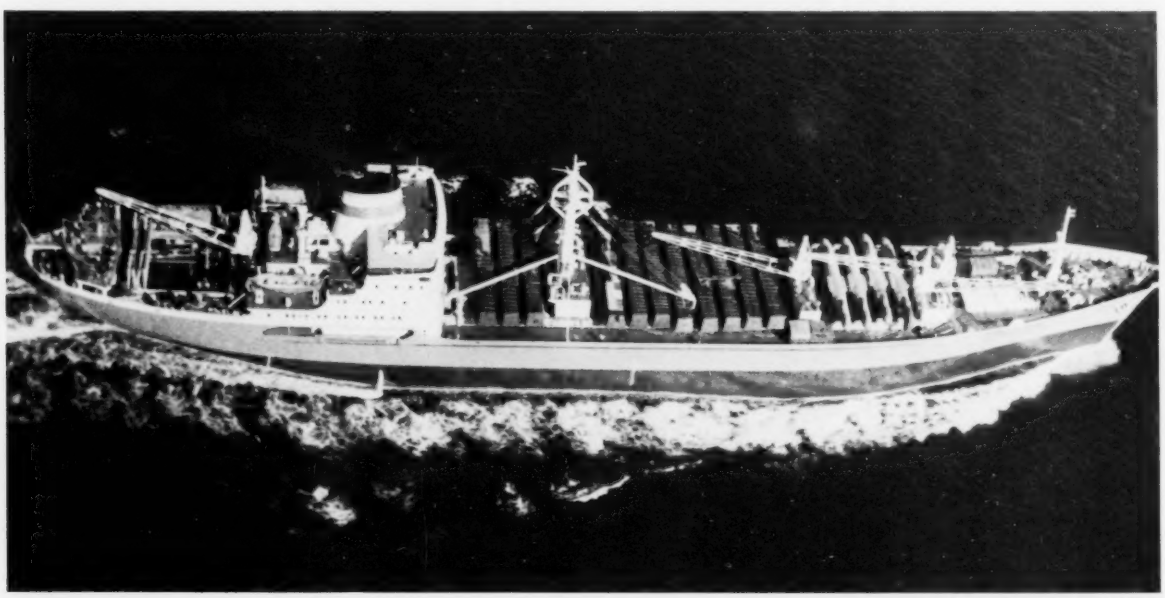
"About 94 per cent of this new tanker tonnage construction will be for tankers larger than 20,000 deadweight tons and 65 per cent for tankers over 50,000 deadweight. The Soviet development of tankers over 50,000 deadweight tons is relatively recent. But unless Soviet Bloc deep-draft port development keeps pace, these vessels cannot be employed in the Soviet oil trades."

The report noted that during the 1981-1986 period there should be a slightly accelerated growth in the Soviet tanker fleet when the Soviet Union becomes a net importer of oil during the 1980s.

"By increasing the carrying capacity of their tanker fleet, and therefore transporting a larger portion of their projected oil imports in their own vessels, they would be able to reduce the balance of payments deficit due to Soviet oil imports."

Dry Bulk Vessels—The dry bulk fleet expansion is expected to continue throughout the 1981-1986 period at a rate of growth similar to that announced by Morflot for the 1976-1980 program.

"During the tenth Five Year Plan, the Soviets are projecting the delivery of nearly 80,000 tons of new dry bulk carriers and after deletions will experience a net gain of nearly 650,000 deadweight by 1981. This gain is approximately a 66 per cent increase over the 1976 Soviet dry bulk fleet."



A goal of the Soviet building program is to expand its fleet with technologically advanced ships.

Foreign Nationals At MSC, Far East

Kazuo Sadohara

Editors Note: This is the first of two articles on foreign nationals employed by Military Sealift Command. Featured this month are those working with MSC, Far East in Yokohama, Pusan and Okinawa.

To keep Military Sealift Command operating worldwide requires many skills, including those of non-Americans who work for the U.S. Navy in their home countries. In addition to bringing their own specialized skills to the command, they often double as translators and guides for visiting officials and handle liaison tasks between governments.

Many have been with the command for years, and some have served the U.S. Government during most of their working lives.

Many have earned command-wide reputations while others are better known to MSC mariners whose own efforts are supported by non-American employees in many areas of the world.

"They are," said Rear Adm. John D. Johnson, MSC commander, "an invaluable source of knowledge, skill and support—and are as much a part of the MSC team as our military people and U.S. civilian employees."

"I like the challenge that comes with scheduling ships," said Kazuo Sadohara, one of the Japanese nationals who helps make things happen at MSC, Far East in Yokohama.

The 48-year-old Sadohara heads the operations branch of the tanker division and has been with MSC, Far East since 1969.

His career with the U.S. government began in 1948 after one year in college in Yokohama. He took a summer job with the U.S. Forces Adjutant General in Yokohama and decided not to return to school.

Sadohara got his accounting experience while working for the Army at Camp Yokohama between 1951 and 1956. From 1956 to 1969 he worked at the Army fuel depot at Tsurumi before joining MSC.

His first MSC job was scheduling movement of fuel from Japanese refineries to U.S. military units. During the Southeast Asia war, Sadohara scheduled operations of five tankers that made continuous deliveries to South Vietnam.

Today Sadohara is busy scheduling tankers that fulfill requirements of the Army, Navy and Marine Corps in Korea and Japan.

Sadohara feels the pressure of his job stems from making the schedule work. "The job gets tricky when a

Tomoko Urata

tanker breaks down when it's scheduled to make a pickup or delivery," he said.

To help keep difficult situations in hand, Sadohara sometimes works at home where there are fewer distractions. "I have too much interference in the office with the phone constantly ringing," he said.

Sadohara is proud of an accomplishment in 1977 when he saved the command about $24,000 while solving a problem.

"A load of special jet fuel in Korea had to be brought to Japan, and we planned to contract with a civilian shipping company to make the move.

"I suggested to my boss that one of my tankers could do the job. Even though the tanker was not built to handle that kind of fuel, we did the job with no problems, and we saved a lot of money."

Like many of his Japanese countrymen, Sadohara has a passion for taking pictures, still photos and movies. Subjects include a wife and children, a son 23, and a daughter, 20.

During his 30 years service with the U.S. government, Sadohara has received five sustained superior performance awards.

Tomoko Urata got her first job with the U.S. Government almost by accident. She has been with MSC for 11 years but her government service began in 1962 when she took a job with the Army in Tokyo.

She graduated from a junior college near her home in Kyushu, Japan's southernmost island. She went to Tokyo at her mother's request to look after her bachelor brother, a commercial airline pilot.

"I was not really looking for a job when I went to Tokyo," she said. "A friend told me about an opening for a secretary with the Army in Tokyo but I was not sure I wanted it. I talked with my brother about the job and he did not object."

When the unit she worked for was moved from Tokyo to Yokohama, Miss Urata went along. Then another friend told her about an opening in the engineering department at MSC. She applied for the job and was accepted.

She began as an advisor but now works as a procurement contract specialist. She negotiates contracts with Japanese shipyard representatives and travels throughout Japan, making arrangements for fueling, overhaul and clearances for MSC ships.

"I love to travel for pleasure, and I do a lot of it. But, when I travel on business I can't enjoy myself because I never know what is going to come up. I have to concentrate on business too much. It is hard to relax and enjoy myself," she said.

Miss Urata feels her biggest accomplishment with MSC was during a two-year period during the Southeast Asia war when she assumed the responsibilities of her supervisor who had to leave the MSC office in Yokohama.

"We arranged about four overhauls of MSC ships each month. We now do one every three months. I suddenly found myself with so much work, so many contract negotiations and meetings during the day that I had to take most of my paperwork home to work on it at night."

Now she has more free time and likes to play tennis and travel. She has been to Taiwan, Korea, Hong Kong, Canada and the United States. Europe is on her agenda for future travel.

"I also like to correspond with people whom I have worked with. I especially enjoy writing to Barbara Topliff who lives in San Diego. She was my first boss with MSC and she taught me a lot," Miss Urata said.

Yoshiro Kikuchi does more than speak English and Japanese. He speaks the language of the sea. Almost 20 years of sailing on tank landing ships in Asian waters and piloting experiences in Japanese

ports make him a valuable asset for MSC, Far East.

Kikuchi joined the command in 1968 and was assigned to the ship operations division as an administrative officer. In 1976 he was promoted to his present position as a marine operations specialist, coordinating movement of MSC controlled ships in and out of Tokyo and Yokohama.

He first worked for the U.S. Government in 1946 after graduating from the merchant marine college in Tokyo. His initial job was as master of a tank landing craft in Tokyo Bay. He later became third officer of a tank landing ship.

Between 1950 and 1952, Kikuchi was stationed aboard tank landing ships which took part in the Korean conflict.

"During that time we made 45-day trips from Japan to various ports in North and South Korea. We would transport supplies and equipment, then transfer troops and equipment from one area to another," he said. "We stayed in port just long enough to unload and reload."

Kikuchi took part in the 1950 landing at Inchon where many ships were damaged in the mine-laden waters. "But my ship was lucky and never got hit," he added.

His ship also was tasked with lifting Korean refugees from Hungnam, North Korea to Koje Island, south of Pusan. "Two people died on one of the trips, but on Christmas day—during our second trip—I helped deliver two babies," Kikuchi recalled.

Korea was the farthest Kikuchi had sailed from Japan. Later he made trips to Thailand, Cambodia, Guam and Vietnam before joining MSC, Far East in 1962.

Among the rewards of which Kikuchi is proud are the two superior performance awards and two oceanographic awards he received for coordinating port services for U.S. Navy ships.

His supervisor, Victor Nakamura, head of MSC, Far East port services, describes Kikuchi as one of the most reliable persons he has ever worked with.

"He is always there when you need him, even at night or weekends," said Nakamura. "He understands the port operation very well and knows the problems facing skippers trying to enter port. It took me over two years to find a person as qualified as Kikuchi-san."

Nakamura related an incident which indicates the extraordinary dedication Kikuchi has for his work. Kikuchi broke both wrists in an accident while inspecting ammunition cargo in Sasebo, and spent two months in the hospital. When he got out, he immediately returned to work.

Seiji Akamine describes his job as a civilian driver and maintenance man for the MSC office in Okinawa as "jozu desu", a Japanese phrase for outstanding.

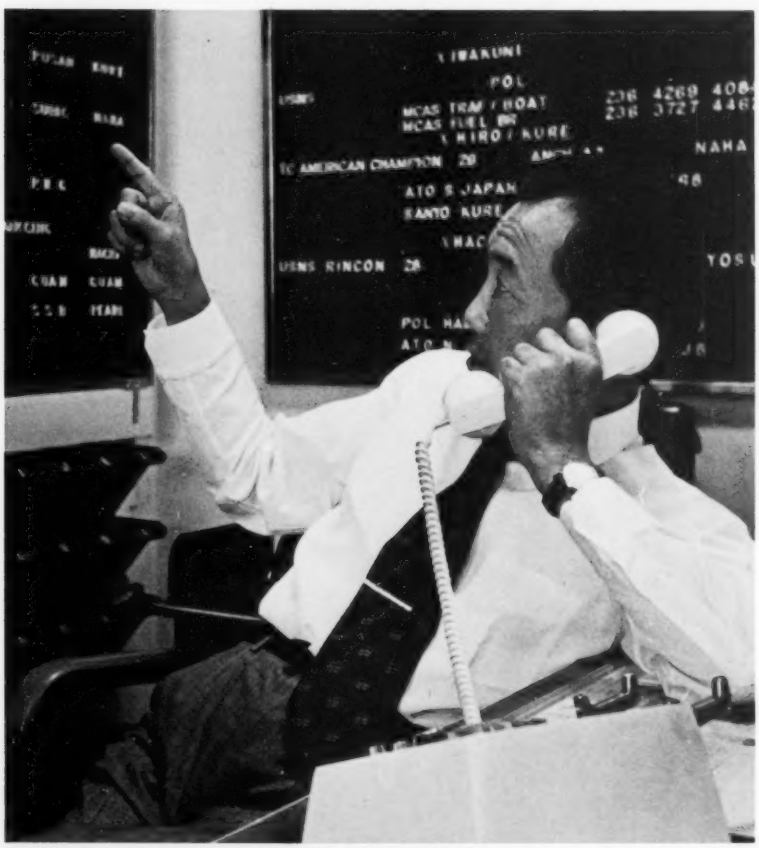
The feeling apparently is mutual for Akamine was recently awarded a certificate of commendation for his 25 years of service to MSC with his fellow workers on hand to extend their congratulations.

Akamine went to work for MSC in the aftermath of World War II, during the U.S. occupation of Okinawa. He has served under 13 commanding officers and considers all of them his friends.

During World War II, Akamine was conscripted as a laborer by the Japanese occupation forces and sent to the Philippines. He returned to Okinawa aboard an MSC ship and was hired by MSC shortly thereafter.

Akamine has three sons and two daughters, all married. In his 25 years of service to MSC, Akamine has never missed a day of work despite frequent strikes by Okinawan nationals employed by the U.S. military.

In Sun Sa is a modest man who would rather talk about the Pusan



Yoshiro Kikuchi

office than himself. He is a marine transportation specialist who has been with MSC since 1955.

Before coming to MSC, Sa was a mathematics teacher. In 1950 he went to work for the fleet activities detachment in Ulsan where he remained until June 1955 when he took a position with the MSC Office, Pusan.

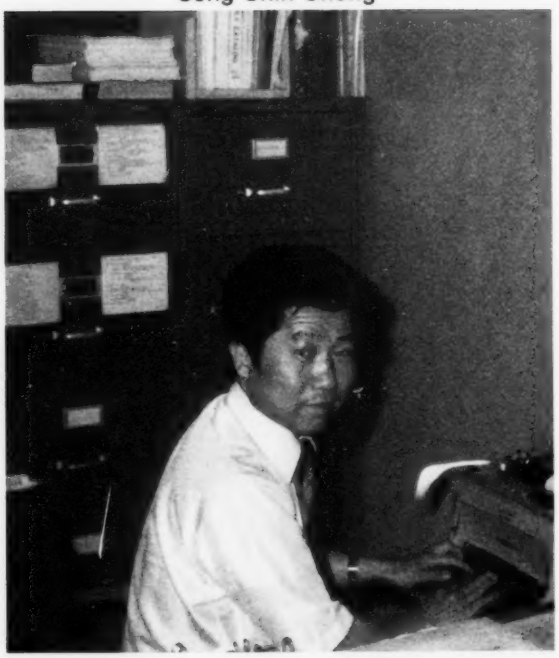
The MSC office in Pusan was established in July 1950. The office was responsible for the majority of military cargo entering Korea during the U.N. conflict there. Although Sa was not working for MSC at the time, he became very familiar with command operations.

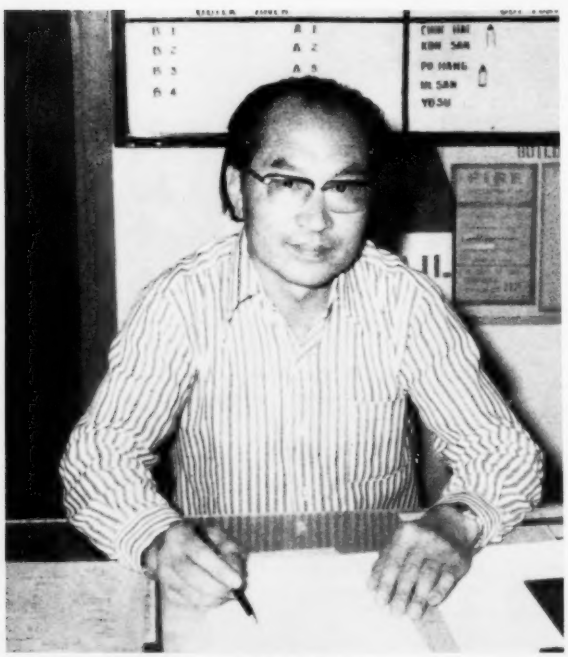
"The Pusan office made significant contributions to the successful landings at Iwon and Wonsan and the evacuations of Inchon and Hungnam," Sa recalled.

"The Hungnam evacuation alone involved loading of 105,000 troops, 91,000 civilians, 17,500 vehicles and 350,000 tons of supplies onto MSC ships," said Sa who displayed his mathematical ability in recalling the figures.

From 1954 to 1965, MSC Office, Pusan was chiefly responsible for

Song Chin Chong





In Sun Sa

Seiji Akamine

routing vessels carrying Department of Defense cargo, Sa recalled.

"When South Korean troops began to participate in the Vietnam war, Pusan assumed an active part in the Naval Control of Shipping Organization. It was involved in the transport of 300,000 personnel to and from Vietnam," Sa said.

"In November 1972, the MSC Office, Inchon was closed and the MSC Office, Pusan acquired its functions. This gave the Pusan office nationwide control of MSC matters with six ports under its jurisdiction: Inchon, Kunsan, Yosu, Chinhae, Ulsan and Pohnang," Sa said.

If Song Chin Chong were a U.S. citizen, his climb up the ladder from laborer for the U.S. Army to superintendent of a U.S. supply point might be described as a typically American success story. In a way it is an American success story since Chong, a Korean, has been employed by the U.S. government since 1952.

Chong has worked as a clerk supervisor, interpreter-translator, training technician, superintendent, accounting clerk and supervisor.

In 1966 he transferred to MSC's Pusan office. He was one of two Koreans who with two military personnel ran the supply department. During the Southeast Asia war the department was expanded to about 12 persons.

Chong's first duty with MSC was the training of officers for Korean manned MSC ships in supply and inventory procedures and logistics support.

One of his most frustrating problems was in translating and standardizing the names of subsistence rations. There was confusion because the steward of each MSC ship had a different system.

During his tenure with MSC, Chong found time to work for a college degree in English and English literature.

At one time he had hopes of going to sea as a purser. He took a physical examination and obtained a seaman's certificate. But his dream was shattered when he was seriously injured in an auto accident and hospitalized for 3½ months.

After the Southeast Asia war, Chong feared he might lose his job with MSC because of force reductions. Since he holds a teacher's license, he was offered a position as instructor at a local college.

But the MSC executive officer asked him to stay with MSC and Chong decided to remain on the job. Chong noted that his classmates have fared well in the growing Korean economy but he says he has few regrets about his decision.

Chong is putting six daughters through school and thinks he is getting a bit too old to change professions now. He feels that his job is both challenging and rewarding and he recently received a commendation for his work.

Yong Sung Cho is another Korean national holding a key position with the MSC Office, Pusan. The marine transportation specialist has been with MSC since 1966.

In November 1966 he went to sea as a chief steward aboard MSC's Korean manned vessels homeported in Pusan.

In May 1967 he was offered the position as marine transportation specialist which he now holds. ⚓

Yong Sung Cho

Illustrations by Art Mullins

20 MSC Mariners Study for Licenses

By Art Mullins.

Twenty Military Sealift Command unlicensed mariners, with more than three quarters of a century's seagoing experience among them, returned to the classrooms in the last half of 1978.

They are taking courses aimed at preparing them to sit for examinations for Coast Guard licenses as deck or engineering officers. Courses are being offered at union, state and industry maritime training institutions as part of normal duties.

Participants were selected on a competitive basis. Five engineering and deck personnel from each area command—10 students from Military Sealift Command, Atlantic and 10 from MSC, Pacific—were offered the upgrading training.

Military Sealift Command will pick up the tab for tuition and living expenses for the first five weeks. Courses are tailored to fit individual needs and some will last from 12 to 16 weeks. The mariners enrolled in the training courses have agreed to continue with Military Sealift Com-

mand for one year following completion of their schooling.

Previously, MSC authorized engineers to take upgrading courses in duty status, and has funded such training, a program designed to overcome command shortages of engineers.

Participants in the expanded training program are attending schools staffed by highly qualified instructors, most of whom have both maritime industry experience and teaching credentials at the college level.

Courses being offered include cargo handling, cargo accounting, helicopter operations, aviation fuels handling, officer-of-the-deck tactics, junior officer shiphandling, diving and salvage, navigation systems, radar operation and hydraulic winch maintenance, to name a few.

An evaluation of the new program will be made in early 1979 to determine whether or not to continue to offer upgrading training to MSC employees—and whether such a program is helpful in solving shortages in certain maritime skills.

Among the union schools being used are those sponsored by Marine Engineers Benefical Assn.; National Maritime Union; Masters, Mates and Pilots; Seafarers International Union, and other specialized training institutions. Students may also attend the Seamen's Church Institute school in New York City, several state or community colleges that offer maritime courses, or a number of vocational schools such as the National River Academy in Arkansas or Young Memorial Vocational-Technical School in Morgan City, La. ⚓

Bland Returns With Cargo 230 Million Years Old

By Susan Kalish

In early March, USNS Bland returned to Port Hueneme, Calif. from its annual voyage in support of the Antarctic operation, Deep Freeze. Despite having faced unfavorable ice conditions and suffering some hull damage, Bland's performance was hailed as timely and professional. Capt. Bjorn J. Werring and his crew "should be justly proud of their contribution toward making this season one of the most productive of recent years," reported Capt. C.H. Mordhill, commander of Task Force 199.

But Bland's return marked a beginning as well. On board the ship were 1,500 pounds of fossils that dated to the Triassic Period, 230 million years ago. They were recovered in the Cumulus Hills of

Bill Hammer holds a rock saw near the dig site.

Cosgriff and Zawiskie look for bones in the rocky terrain of Antarctica.

This is what scientists believe Antarctica looked like 225 million years ago. Arrows point to animals brought back aboard USNS Bland.

Antarctica by a party of researchers headed by Dr. John W. Cosgriff, Jr., a biologist from Wayne State University in Detroit, Mich.

"We really don't know what we've got until we can examine the fossils more closely," explains Cosgriff. "However, we are almost sure that some are new species."

Of the 116 fossil vertebrate specimens, the largest such find in Antarctica, 30 were of particular importance. The value of fossils is measured by completeness and quality of preservation. If they represent a previously unreported species, they have greater value.

"It was an extremely rich fossil region," reported Dr. Cosgriff, probably an area where streams came together, a natural entrapment for animal carcasses."

The researchers camped on glaciers about 450 miles southeast of McMurdo Station, Antarctica's principal U.S. scientific outpost. The recoveries were made in a 10-mile area, 300 miles north of the South Pole.

These fossils are expected to give scientists a better understanding of the life and climate of the Triassic Period.

"The future of the Antarctic fauna of the Triassic demonstrates that it existed in a temperate to subtropical environment. This, of course, is a sharp contrast to the Cumulus Hills of today. Clearly, the Antarctic was then somewhere other than the South Pole," explains Dr. Cosgriff.

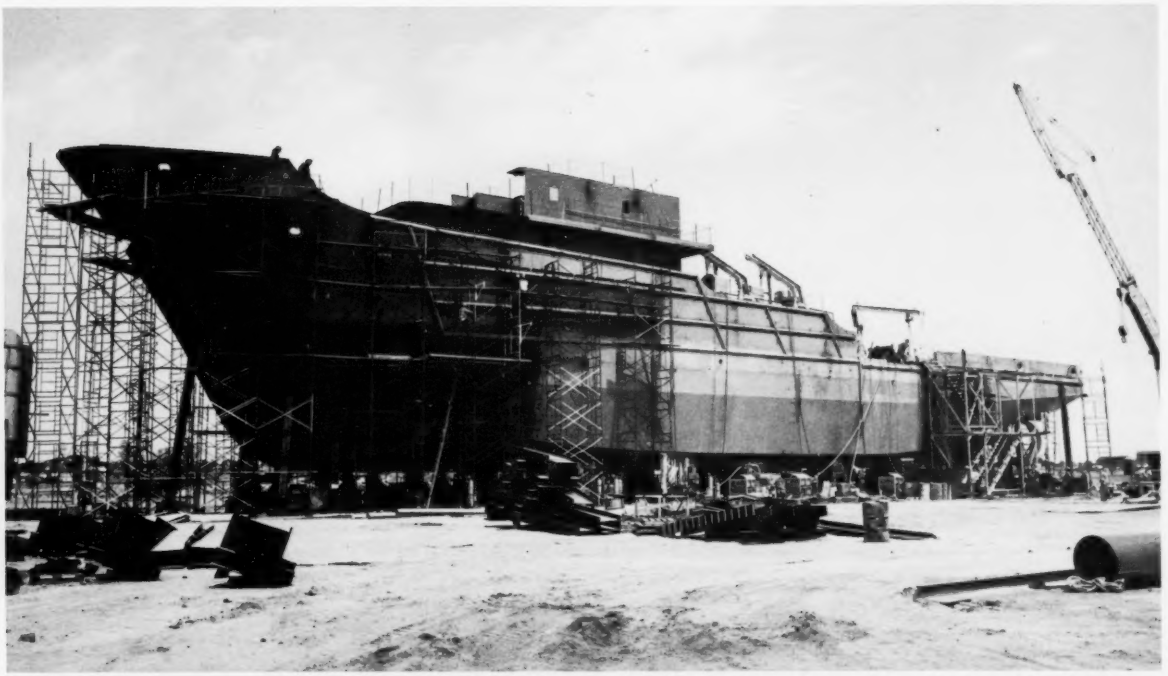
Some of the recovered fossils are similar to those found in Africa, Australia and India. This supports the theory that eons ago the present land masses of Antarctic, Australia, Africa, South America and the Indian peninsula were joined into one supercontinent now named Gondwanaland.

The fossils, ranging in size from less than a foot tall to that of a deer, represent two vertebrate classes, amphibians and reptiles.

"We don't really know what they looked like," Cosgriff said. "But they had shorter legs than deer and may already have begun to grow a few scraggly hairs."

Nine complete or almost complete skeletons were found along with an equal number of skulls, also in good condition. Other items of importance found were skeletal elements such as lower jaws, clavicles, vertebrae and limb bones.

The finds were reported to the National Science Foundation (NSF) which funds and manages all U.S. activities on Antarctica. The foundation sponsored William Hammer and John Zawiskie, both vertebrate paleontologists at Wayne State, and Noel Kemp, curator of geology at the Tasmanian Museum, in Hobart, Australia, to accompany Cosgriff in his endeavor to recover any remains not found by the preceding research party in 1971. Kemp was part of that earlier mission sponsored by the U.S.-Australia Cooperative Science Program of NSF. ⚓



The first of seven fleet tugs to be operated by Military Sealift Command nears completion at Marinetta, Wis. The Powhatan was launched in May and is scheduled to be delivered to MSC in November. Home port will be Little Creek, Va. For the first year the new class of a Navy fleet tug will undergo stringent testing of equipment and machinery. Three more are under construction and will be delivered in 1979. The last three will be delivered in 1980 and 1981. Capt. Henry Pouttu will be Powhatan's master and Robert B. Charleton the chief engineer.

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